

CONFIDENTIAL

ODP-6-1419

10 NOV 1980

MEMORANDUM FOR: Special Support Assistant, DDA

FROM: Bruce T. Johnson
Director of Data Processing

SUBJECT: Review of Regulations Governing Use of Private
Planes

25X1A REFERENCE: [REDACTED]

1. Attached is a request from [REDACTED] of ODP for Travel Policy Committee (TPC) review of the Agency's rule that precludes reimbursement for the use of privately owned and operated aircraft for official travel. From our earlier conversation I understand that you are prepared to present the case to the TPC. I strongly support a change in the regulation to eliminate this provision.

25X1A

2. You will see in his memo evidence of an unfortunate misunderstanding between Bob and our O&P people. In fairness I must tell you that there are two sides to this issue and that Bob's travel order (copy attached) specified travel by common carrier. The controversy is not central to his request for a review of the regulation, however. If the regulation is changed, as I hope, the next question will be whether it can be applied retroactively to help [REDACTED].

25X1A

Bruce T. Johnson

Att: a/s

O/D/ODP/BTJohnson:caj/[REDACTED]

4 November 1980

Distribution:

Original - Addressee

2 - O/D/ODP

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4

1 - [REDACTED]

This Document becomes UNCLASSIFIED
when separated from attachment.

CONFIDENTIAL

25X1A

ODP 0-1419
2 NOV 1980

MEMORANDUM FOR: Special Support Assistant, DIA

VIA: Director of Data Processing

25X1A FROM: [REDACTED]
Systems Programming Division, ODP

SUBJECT: Reimbursement of Travel Expenses (U)

25X1A REFERENCE: [REDACTED]

1. Action Requested:

This memorandum requests an administrative adjudication on my claim for reimbursement of expenses incurred in the use of a private aircraft for official travel. It also requests that the CIA Travel Policy Committee reconsider the reference prohibition of the use of privately owned aircraft for the performance of official travel. (U)

2. Background:

a. Twice a year, users of large-scale computers meet to discuss problems and exchange ideas. We are joined together in an organization named SHARE, whose aim is to promote uniformity and standards in a fast-growing industry. At the request of my Branch Chief, I attended the March 1980 SHARE convention. Upon returning, I filled out a travel expense form requesting reimbursement for my travel costs, which included round-trip transportation, lodging and meals, and conference registration fee. The Budget & Finance Officer assigned to ODP by the Office of Finance disallowed my claim for round-trip transportation, saying the Agency will not pay for any transportation via private aircraft. (U)

b. I have disputed this claim within ODP to no avail, and I now appeal to you to review the facts and listen to my arguments in this matter. These arguments are in three areas; namely receiving, and acting upon false information, authorized versus unauthorized modes of travel, and the Agency view of private aircraft travel vis-a-vis the rest of the Government. These arguments are not cumulative, but rather each of them is, in my opinion, sufficient in and of itself to justify my requests. (U)

CONFIDENTIAL

CONFIDENTIAL

Approved For Release 2002/01/08 : CIA-RDP83T00578R000200230013-4

25X1A

c. Prior to the trip I went to ODP's Finance Officers, [REDACTED], to inform them that I was flying my own airplane and to be sure that my travel would be reimbursed. I asked whether there was anything I needed to do because of this special (i.e., different) mode of travel. They assured me that I would be reimbursed and that there was nothing special to do because I was traveling by private aircraft. (U)

d. Upon returning, I filled out the travel expense forms, and it was then that the same two officers told me the Agency would not pay for my transportation because I traveled via private aircraft. (U)

e. During discussions of my claim within ODP to resolve this misunderstanding, [REDACTED] do not recall my conversation with them prior to the trip (see attachment). A co-worker, [REDACTED] accompanied me on the trip, and also accompanied me on my pre-trip meeting with the Finance Officers. He had no difficulty at all recalling the conversation. (U)

25X1A

25X1A

f. I followed the rules as I understood them, asked for guidance from the responsible component, was given misleading information, acted on the basis of that information, and was subsequently penalized. This is not fair, and I appeal to you to recognize the mistake and take appropriate action. (U)

25X1A

g. Repeatedly throughout this entire affair, another point has been missed--and that is the issue of authorized versus unauthorized travel. In his memo to me dated 31 Aug. 1980, (attached) [REDACTED] Chief, Administrative Staff, ODP, has, in my opinion, an incorrect view of the issue. The subject is NOT, as his memo states, a request for "reimbursement for use of private aircraft." I am requesting reimbursement for the money I spent to transport myself to California and back. The Government has stated that it will pay the lesser of two amounts--an amount based on so much per mile (currently 10¢), or an amount equal to round-trip coach airfare. All I am requesting is one of those amounts. (U)

h. The third point I wish to raise concerns the reference regulation stating that it excludes private aircraft. This rule is unique to the Agency and appears to be arbitrary and capricious. No one I have talked with has been able to give me a reason for this rule. Several people have guessed that it has to do with extraneous liability. The Government would be no more or less liable in the event of an airplane accident than they would in the event of an accident involving a car. Pilot friends of mine in other U.S. Government agencies (Department of Energy, Bureau of

CONFIDENTIAL

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4

CONFIDENTIAL

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4

Alcohol, Tobacco, and Firearms, and the Department of the Navy, to name a few) routinely travel via private aircraft on business trips. It has long been recognized that the safety of traveling in an airplane exceeds that of automobile travel. I see no reason for the Agency to prohibit this form of travel. The definition of POV should be in keeping with the definition followed by the rest of the U.S. Government, that is, POV is any privately owned vehicle whose primary purpose is to transport people. (U)

3. Conclusion:

In summary, I cannot see any reason for disallowing my claim for reimbursement of travel expenses to and from the SHARI convention. I can see no reason why it should be of the slightest concern to the Agency that my POV is an airplane. I am not trying to cheat or defraud or deceive the Government in any way. Your help in this matter would be appreciated. (U)

151

[REDACTED]

25X1A

Att: a/s

25X1A O/D/ODP/[REDACTED]:ee/10/27/80

Distribution:

Orig - adse

25X1A 1 - [REDACTED]
1 - C/AS/ODP
1 - ODP Registry
2 - O/D/ODP

CONFIDENTIAL

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4

CONFIDENTIAL

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4

3 JUL 1980

25X1A MEMORANDUM FOR: [REDACTED]

VIA: Deputy Director of Data Processing & 6
Deputy Director for Processing
Chief, Special Projects Division

25X1A FROM: [REDACTED] (C)
Chief, Administrative Staff, ODP

SUBJECT: Reimbursement for Use of Private Aircraft (U)

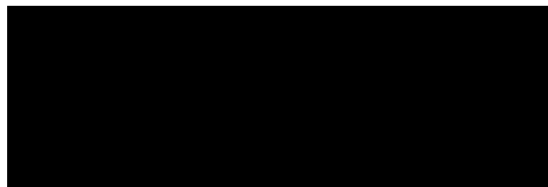
25X1A REFERENCE: [REDACTED] revised 25 Oct 1977

25X1A

1. Your memorandum dated 27 June 1980 requesting reimbursement for use of your private aircraft for official travel is disallowed. [REDACTED] states "Use of privately-owned aircraft or boats may not be authorized or approved for the performance of official travel." Your domestic travel order authorized official travel by common carrier and not by private aircraft. Since you elected not to use common carrier, we can not entertain your request for reimbursement for an item which is not reimbursable by regulations. (U)

2. Paragraph two (2) has been reviewed with both finance officers who cannot recall having such a discussion with you concerning your travel by private aircraft to California. They became aware of this only after you submitted your travel claim. I regret any loss on your part but I can find no evidence that you were misinformed on this matter. (U)

3. If you desire to pursue this matter further, you are free to write a memorandum via this office to the SSA/DDA in Room 7D10, Headquarters Building for final disposition. (U)



25X1A

WARNING NOTICE
INTELLIGENCE SOURCES
AND METHODS INVOLVED

DERIVATIVE OF BY [REDACTED]
☐ DECL ☒ REVIEW ON [REDACTED]
DERIVED FROM [REDACTED]

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4

CONFIDENTIAL

Director of Data Processing Commentary:

25X1A ODP has exhausted the administrative channels available to us in an attempt to reimburse [REDACTED] at least at the rate of the cost of the round trip travel via common carrier. Despite what appears to be an unfortunate misunderstanding between [REDACTED] and ODP's Budget and Finance Officers, the Agency regulation is quite explicit regarding the authorization and approval of the use of privately owned aircraft for official travel. Adjudication by the SSA/DDA is the only avenue of appeal remaining. I have no additional information regarding this appeal other than to point out that [REDACTED] Travel Order (copy attached), on which he signed for an advance, specified travel by common carrier. My only recommendation is that you give this appeal an impartial review. My staff is available as needed.

25X1A

25X1A

Bruce T. Johnson

Att: a/s

25X1A

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4

Approved For Release 2002/01/08 : CIA-RDP83T00573R000200230013-4